

PUPILS LEARN SAFETY FIRST

Miss Helvye Olsen Teaches Her Lincoln School Students to Avoid Accidents.

IT'S STOP, LOOK AND LISTEN

At the Lincoln school, Eleventh and Center streets, the children in Miss Olsen's room are learning all about something called "safety first," how to get on and off a street car and how to cross a street and to look out for automobiles and motorcycles and wagons and bicycles.

What? You don't know Miss Olsen? Why, she's a teacher. Don't you want you was in her room? Her name is Miss Helvye Olsen and she thought up this all by herself.

So the reporter went to the Lincoln school and was guided by a respectful, tip-toeing little girl through the silent halls to Miss Olsen's room. Unabashed by fifty pairs of bright eyes centered on him, he sat down and Miss Olsen announced to the children that the gentleman had come to see them give their "safety first" exhibition.

All Have the Answer. "Now, what is it that you must do always before crossing a street?" asked teacher.

Fifty hands shot into the air and wiggled eagerly. Teacher told them they might all answer, and in one mighty, measured voice it came.

"Stop—look—and—listen!" Fifty hands, like so many semaphores took position.

Tommy secured the royal permission to answer and quickly named "automobiles and bicycles and wagons and people." An anxious youth promptly supplemented this with "motorcycles," and there were other offerings not as appropriate.

The fact now being established that one must always stop, look and listen before crossing a busy street, the consequences of not stopping, looking and listening were about to be "dramatized," as Miss Olsen calls it.

Form Human Auto. "Warren, Mikey, Jerry and William," called teacher and four small boys rose with very evident joyous anticipation in their faces. "You may be the automobile. And Mildred and Bernice you may be walking across the street."

The four boys, each representing one wheel of the automobile, went to the back of the room and Mildred and Bernice took their positions at the front and to one side of the room. The signal was given. The four grinning boys came chugging up the aisle and two little girls—Oh, alas for those poor little girls—neither stopping, looking nor listening, they tried to cross the "street."

"Hi!" Remorseless Chauffeurs All. The "automobile" had hit them and now was chugging off across the front of the room and down the other side without the slightest sign in the faces of its four drivers that they cared a bit about running over two little girls, two very nice little girls.

Fortunately they were not killed. Mildred didn't appear to be hurt, but Bernice limped very realistically back to her seat. The "automobile" is again in position in the back of the room, the remorseless four grinning in evident anticipation of continuing their gruesome work of running over little girls.

Teacher announces that Hope and Margaret will now show what happens when children do—accident on the "stop—look and listen before crossing the street." The "automobile" gets in motion without delay. Across the room walk Hope and Margaret, hand in hand. Come on, automobile. You shall be robbed of your prey this time. Your cruel wheels shall not grind Hope and Margaret. For they are wise little girls. They have learned about safety first. They stop, look and listen.

And, stopping, looking and listening.

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UNIVERSITY OF OMAHA BASKET BALL GIRLS

they see the automobile coming, they step aside and its goes on its grinning way across the room and down the aisle, evidently as much pleased at not running over little girls as at running over them.

Give "Street Car" Play. Street cars. Elevators. In all of them Miss Olsen knows just how to be safest. And though safety is first, politeness is certainly second. After some questions and answers on how to get on and off a street car, what to do and what not to do, the dramatization is put on. Here is the cast as appointed by teacher:

Motorman Morris lady with a baby Hope Passenger Julia Passenger Marie Passenger Arthur Conductor Richard The passengers sit on a bench, each with a sheet of white paper to represent a newspaper, which he or she reads intently. Morris goes through violent calisthenic exercises, supposed to represent the movements of the motorman. Tommy calls out the various streets with such calm disregard for existing car lines that he jumps from "Fourteenth and Harney" to "Albright," and then at once to "Twentieth and Farnam."

But stop. Motorman Morris is twisting his arms with a vigor and speed that makes him resemble a miniature windmill. Ah! A lady wishes to board the car—a lady with a baby in her arms.

Lady Boards Car. Hope comes to the back end of the car, takes two imaginary steps up and is aboard. She tenders an imaginary fare to Tommy, who makes the proper change, and then, being reminded that he hasn't given the two bells to go ahead, does so, causing the industrious Morris to throw on speed with a twisting of his arms that makes him look like an electric fan.

The "lady with the baby" is in the car. But do any of those passengers offer her a seat? Not one. There they sit reading their papers, while the poor lady with the baby hangs on to an imaginary strap with one arm and holds the infant with the other.

What a reflection upon our civilization is this! Not stop. A "lady" has risen. "Won't you take my seat?" says Marie, with a grin. "Oh thank you, so much," pipes Hope. Ah, now the gentleman passengers feel ashamed. Richard jumps up, sheepishly tips an imaginary hat and says to Marie: "You've taken my seat, lady."

And then, while Conductor Tommy calls various streets, the passengers get off, one by one, at "Albright," "Fourteenth and Harney" and "Twentieth and Farnam." Those seem to be the only stops that this car makes. The drama next moves to elevator safety and politeness. One learns that ladies should be allowed to enter first, that one should step back from the door because one's foot might get caught, or one's fingers might be pinched when the man closes the door. This particular elevator is in a department store. Martha, Helen and Annie are assigned to take the roles of "salesgirls." Dorothy, Mary and Louise are "shoppers." LeRoy is a "floor-walker" and Warren runs the "elevator."

Warren seems at a loss what to do when the three grim little girls are crowded close to him in his "elevator." He rises to the occasion, however, by telling them: "Step back so you don't catch your foot when I shut the door."

Up goes the elevator and out get the shoppers. Dorothy goes to Annie's counter and asks to see a coat. "I don't sell coats," says Annie, who had her mind made up beforehand. "I sell paper."

Dorothy seems bewildered at this unexpected development. Teacher tells her to ask the "floor-walker" who is pacing the floor at the back of the room, shoulders stooped and hands behind his back, in what he conceives to be a correct floor-walker attitude. He promptly directs Dorothy to the right department. All this time Warren is interminably running his elevator, making up for early delay by going at incredible speed from one floor to another, telling his passengers continuously to "step back" so they "don't catch their feet when he shuts the door."

"Safety first" drill with its "dramatiz-

Germans Make British Captives Eat at Second Table After French

WASHINGTON, Jan. 23.—Charges of brutality on the part of German officers toward British prisoners under transportation from the battlefield to the detention camps made by a major of the Scottish rifles, who escaped from prison at Crefeld, were made public here tonight by the British embassy. The report of the officer also has been put into the hands of Ambassador Page by the foreign office in London.

The officer's statement declares that from the time he was captured at La Bassee on December 17 until he reached Crefeld he was submitted to "continual abuse and revilment" that his great coat was taken from him and that he, like those who made the trip with him, arrived at their destination after "being starved and confined for three days and nights."

A large part of the journey, he says, was made in a closed car used for the transportation of horses, filled with flies

and with so little ventilation that it was almost asphyxiating. Fifty-two men and five officers, he asserts, were submitted to these conditions for thirty hours with no food.

According to the major the British prisoners were treated much less considerately than the French and in one case he states that the English were given only the scant remnants of the provisions after the French had finished. One British officer, the report declares, was spat upon by a German officer.

According to the report, one prisoner, an Irishman, told a story of having been called to a gathering of his compatriots and told by the commandant that the emperor knew of the down-trodden condition of Ireland and that the Irish were therefore to be transported to a better camp and given better treatment and food than the English received. The soldier said the Irish soldiers refused to accept this offer and remained with the English.

GERMAN OFFICIAL REPORT

Bombs Dropped by British Airmen at Ghent and Zebrugge Do Little Damage.

LOST TRENCHES ARE RETAKEN

BERLIN, Jan. 23.—(By Wireless to London.)—The report on the progress of the war given out by the German war office this afternoon mentions several German successes in France, none of which, however, indicates any important developments. In the Argonne the Germans captured 248 Frenchmen and four machine guns, and since January 3 they have taken in addition seven cannons and five machine guns.

Near Cernay, the Germans took a hill and 130 prisoners and fighting at Pont-A-Mousson continues. French infantry attacks elsewhere were repulsed. Referring to the eastern arena, the report recites some Russian retreats and says German attacks are progressing. The statement says: "Enemy airmen dropped bombs yesterday over Ghent and Zebrugge (in Belgium), but with no success."

The enemy yesterday made an attack between Soussin and Perthes, to the north of Chalons, but the attack broke down under our fire. The enemy sought refuge again in his trenches.

In the Argonne forest to the west of Fontaine La Mitte our troops captured a position of the enemy and made three officers and 245 men prisoners, as well as capturing four machine guns. To the northwest of Pont-A-Mousson two French attacks were beaten off with severe loss to the enemy. In fighting for the retaking of our lost trenches since January 21 we have captured seven cannons and five machine guns.

Near Weisenbach Alpine forces were beaten off. Several fierce attacks in

Thousands of Jews Fleeing Palestine

NEW YORK, Jan. 23.—Jewish refugees who have fled to Alexandria from Jerusalem, Jaffa and Beirut now number 4,000, and about 1,500 more are on the way, it was announced here tonight by the provisional executive committee for General Zionist affairs, of which Louis D. Brandeis is chairman. No colonists are included among the refugees, the committee stated, as all Jewish colonists have become naturalized Ottoman subjects.

Nontransparent Skirt New Decree

CHICAGO, Jan. 23.—Full skirts reinforced and made non-transparent with heavy lining, are to be next summer's fashion, according to a fiat published today in the style bulletin of the Fashion Art League of America. The bulletin declared the gowns of the old crinolines days were being approached step by step.

ALABAMA GOES DRY IN SPITE OF THE GOVERNOR

MONTGOMERY, Ala., Jan. 23.—Alabama will become a prohibition state July 1 under two related measures which became law tonight without executive approval. Within a few hours after Governor Henderson had vetoed the bills and asked that the prohibition question be submitted to voters at a special election both houses voted down his proposal and repassed the bills by overwhelming majorities.

Advertisement for Green Gables Sanatorium, featuring a logo and text describing the facility.

HOW TO CUT DOWN USELESS LITIGATION

Bar Association Committee Makes Suggestions as to Means to Be Employed.

MUST SETTLE MORE CASES

BUFFALO, N. Y., Jan. 23.—What the lawyers might do to "discourage, reduce or prevent unnecessary litigation," was a subject into which a committee of the New York Bar association was assigned to look a year ago, and upon which it returned an interesting preliminary report at tonight's session of the Bar association meetings here. The chairman of the committee, Daniel S. Remsen of New York, believed that this was the first time any bar association had considered the prevention of unnecessary litigation. The committee reported first on the prevention of unnecessary litigation at its source. The key to this, the committee said, was confidence and co-operation between the laity and the legal profession.

Duty of Lawyer. The second part of the report dealt with a number of interesting phases of unnecessary litigation. In the matter of settlements, the committee reported: "This association can properly emphasize the fact that a lawyer's duty is quite as much to settle disputes along the lines of substantial justice as it is to try cases and get justice in the 'frum.'"

As to the fomentation of litigation, the committee reported that "unfortunately some members of the legal profession stir up litigation, breaking ungrounded actions and set up defenses where they know the facts do not warrant them in so doing." The committee believed the association could properly make further efforts to discipline attorneys engaged in such practices.

Could Devise Means. The committee believed the Bar association could devise ways and means for holding lawyers to much stricter accountability for their shortcomings. There were those who were commercializing the profession and bringing it into disrepute through criticism that its members were "conspirators with clients in a plot to defeat justice." It also was suggested that "this association can properly emphasize the vital importance on the part of lawyers to write plain, lucid English"

and his standards should be required in this respect.

As to strengthen the bench, the committee reported that the judiciary in New York state was a much overworked body of men—"so driven with the multiplicity of questions raised that the trial judges are unable to give each particular case the time, skill and attention it deserves." The result was a dissatisfaction which led to appeals.

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